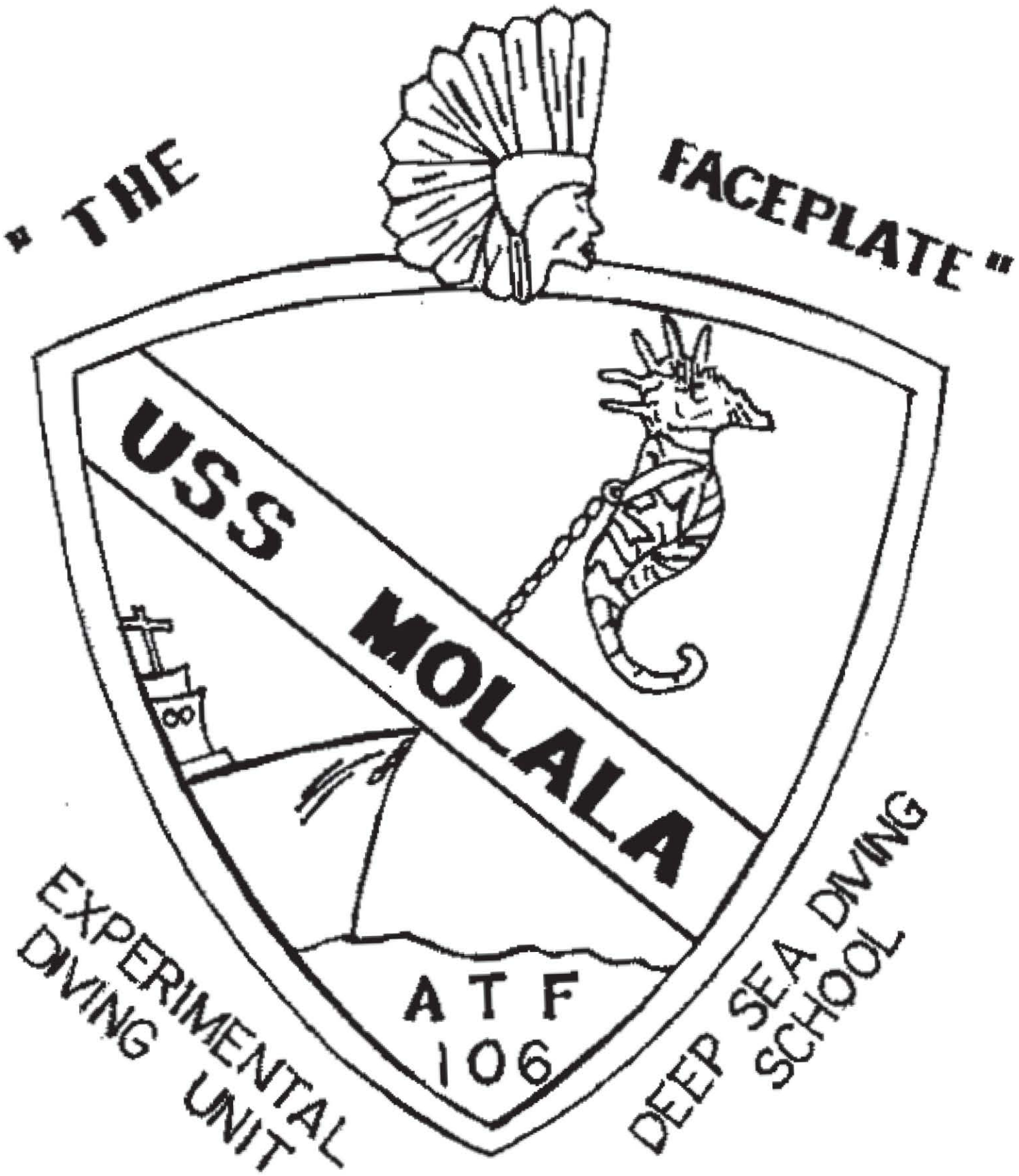


WASHINGTON, D.C.

31 JANUARY 1962

USS UTE (ATF-76) - ENS E.J. HOGAN

UTE's present skipper is LT F.W. KRAFT, who graduated from the Naval Academy, Class of '52. Captain KRAFT also graduated from the Prospective Commanding Officers' course at the Deep Sea Diving School.

UTE boasts of one of the best Diving Lockers and gear of any ATF on the West Coast. Her First Class Diver is H.T. HARPER, BM3(DV), who is a recent graduate of Deep Sea Diving School. Second Class Divers are J.L. BARRY, BM3(DV), J.M. MALMAY, BM1(DV) and J.S. SPENCE, BM1(DV). Diving Officer is ENS E.J. HOGAN, who recently graduated from the Salvage Officers' course at Diving School.

The divers on the UTE look forward to the publishing of FACEPLATE on a regular basis.

(EDITOR's NOTE: UTE also sent in her interesting history and her "Spirit of '76" emblem, based on her hull number. We are sorry MOLALA got there first as far as this issue's cover is concerned, but UTE will appear as "cover girl" the next time our rotation brings up the ATF type again.)

USS PENGUIN (ASR-12) - W.R. BERGMAN

FACEPLATE is well appreciated by all hands on PENGUIN - keep up the fine work. As 1962 begins, we look back on a 1961 full of many experiences. The first ASR to the Med, and the first and only ASR as yet to lay a four point moor in the Med (in fact, two), one off Malta and one in Greek waters. Between the first of the year and 30 November we laid 7 moors. We have had special operations involving torpedo development, also extensive mine recovery in Charleston. USS SNOOK (SSN-592) called for our services in Mobile while undergoing sea trials. There was also an interesting towing job on XMAP, a 300' testing hull, and services to SUBRON TWELVE.

At present we have the following divers on board: BIEDERSTADT, C.A., BT1; CROCKS, G.K., BM2; REES, W.J., SFC; COLVIN, P.W., GM2; DAVIS, J.B., BM2; HOLGERSON, A.C., SF1; ROGERS, E.J., BM1; BAKER, R.E., SFP2; DAVIS, W., ENCS; FANGER, G., HMCS; LUKE, H.C., SFM2; LEAL, P.G., EM2; BLACKWELL, J.R., BM2; GREGORY, R.H., BMCA; JUDAY, R.L., MR1; KIRKPATRICK, O., BMCA; FLYNN, C.R., SFM2; LIGHTSEY, C.C., DC2; FISCHER, G.A., BM2; SAWYER, J.J., BM2; EDDINGS, A.L., BM3; TRIPP, J.E., DC1; FICKEN, D.E., EN1; NELSON, A.L., MM1; and READ, J.O., SN.

You will note no Master Divers. It has been this way since January 1960, and since this time BIEDERSTADT has been filling the Master billet and doing a mighty fine job. Interesting to note, COMSUBLANT NOTICE 5400 of 3 Nov 61 says that LANTFLT ASR's had only 15 dives over 300'. In view of 8 out of the 15 being made from PENGUIN, maybe we can lay claim to being the divingest ASR in the Atlantic. We also laid 3 of 15 moors in over 300'.

LATE NEWS FLASH! J.M. TIMMONS, SFC(DV)(Master) just ordered from DSDS to report to PENGUIN in April. How's that for service?

OUR COVER - "LITTLE MO" - USS MOLALA (ATF-106) - LT G.W. SHAFFER, USN

We promised in the last issue that the first ATF to send in her ship's plaque or emblem would be featured on the cover of this issue. "Little Mo" got there firstest with the mostest, and also included the following comments:

"MOLALA is one of about forty such vessels serving with the Navy, and is one of the eleven ATF's assigned to Service Squadron ONE. As with most of the other ATF's, MOLALA is named after an Indian tribe. In this particular case, the tribe is the MOLALA, which is a group of the WAILATPUAN tribe of Northern Oregon.

"MOLALA was begun in December 1942 and was commissioned on 29 September 1943. Her overall length is 205 feet. Under maximum loading she displaces 1650 tons of water, and at this weight her average draft is 15 feet.

"Although the "LITTLE MO", as her crew calls her, is primarily a working ship, she has also attained recognition in other areas. She is one of the two (2) ATF's sporting a gold "E" on her 3-inch mount.

"The Commanding Officer of MOLALA is LT G.W. SHAFFER, USN and the Diving Officer is ENS J.C. TOLAND, USNR."

USS RECOVERY (ARS-43) - E.H. WORTHY, BMCA(DV), USN

WORTHY writes in and asks a question on behalf of the Diving Gang on the RECOVERY. However, he put it so well, and we have been asked the same question by so many others, that we quote it here and now: "How do you pay your divers when you have more designated divers than billets. Do you go by seniority as divers or by enlisted rating? Both ways have something to be said for them."

The feeling in many places seems to be that "somebody goofed" in not spelling this out in the new pay bill. That is not the case. Those who were in on the planning of the new pay bill felt that this is strictly a matter for the Commanding Officer to decide.

Nobody in Washington can decide, in advance, who is going to be most entitled to receive diving pay on an operating vessel in the fleet. To spell out any rule at all would undoubtedly result in many good men being denied diving pay while lesser ones drew it.

The answer, then, is not "seniority by rate", "seniority as divers" or anything else that can be spelled out. Instead, there is only one possible fair standard to go by - performance. This can only be judged by the CO himself, and therefore has been left that way.

STUFF FROM THE EDITOR - (Anonymous, as usual)

First off, we want to thank all of you who sent in so many interesting articles for both this and the last issue. We think they are both very successful, due to your having supplied us with the necessary articles.

Secondly, we have received many, many requests for extra copies to those activities already getting one or two, and also for copies to some of our retired shipmates. We would like to fill these requests, but just can't do it. Right now, the distribution list is about 170 copies, which allows two copies to larger activities and one to the rest. This is just about all we can squeeze out by using the ditto process before the copies get so light they can't be read anymore. There are two solutions to the problem of how to get more copies. One is to make two master copies instead of one, which doubles the work. The other is to use mimeograph instead, which then doubles the size. For the present, we will string along with this method, but will continue trying to promote some assistance in the form of multilith or other process.

Quite a few of our articles came in as official naval letters, complete with serial numbers, carbon copies, etc. etc.. Save your energy, fellas, all we need is one legible copy with somebody's name to put at the top of the article with your activity name. On this same subject, we want to give credit to whoever wrote the article, whether it's the skipper or the duty messcook, so be sure to include the name and rank or rate.

NEXT ISSUE GOES TO PRESS ON 20 APRIL AND WILL BE PUBLISHED 30 APRIL. We still need a cover emblem. In keeping with our policy of rotating the cover between different types of vessels and activities, we are now looking for something from any type vessel except ARS, ASR or ATF. Let's hear from an AD, AR, AN or some such. As usual, first come, first served

In conclusion, the editor's appreciation goes out to all those who have gone out of their way to express their thanks for the last issue. It's an extra job, and is a lot of hard work, but is also a lot of fun. It's still more fun when we realize that somebody enjoys reading Faceplate after we finally get it out.

MEDICAL DEPARTMENT, DSDS and EDU - LTJG J.L. REYNOLDS, MSC, USN

The new faces in the Medical Department are CDR R.D. WORKMAN, MC, USN and B.F. TAYLOR, HM1(DV), USN. CDR WORKMAN reported aboard on 3 January and is the Senior Medical Officer for both EDU and DSDS. He was formerly Deputy Officer in Charge of the Naval Medical Research Laboratory at New London. TAYLOR reported in September from USS RECOVERY and relieved JAMES, HM1(DV) who finally went to sea aboard USS WINDLASS (ARSD-4).

Congratulations are in order for DR. W.B. WOOD on his recent promotion to LCDR.

(continued on next page)

EDU & DSDS MEDICAL DEPARTMENT (continued)

DR. RIVERA and his wife spent Christmas at his home in Puerto Rico. We're not saying he got seasick on the way down, but he did fly back!!??

Did you see the Help Wanted Ad in the last issue of Faceplate? The present input of HM's at the school is extremely inadeauate to meet the demand for trained Diving Corpsmen. This situation would not exist if every diving HM recruited just one HM1 or HM2, keeping in mind one standard - would you want to dive with him tending you on the surface? Let's talk it up. Old "Diving Docs" don't just fade away; they retire and require replacements.

If you're looking for Sickbay these days, you probably won't find it (at least not where you're used to finding it). We now have a new location on the 2nd deck front of Building 214. This new location is enjoyed by both the Medical Staff and patients. There is nothing like privacy at certain times.

Chief Christenson, who normally attends to the sick or injured has accepted that old adage "if you can't lick 'em, join 'em". He is a patient at Bethesda - MUMPS!

USS HUNLEY (AS-31) - W.J. PIETRUSZKA, TM1(DV), USN

The crew of USS HUNLEY (AS-31) is now being assigned. The bulk is in two groups, one for March, the other for April. Commissioning date is tentatively scheduled for 18 June 1962. Home port and operating schedules are not know as of this date (Editor's Note: but we all have heard the scuttlebutt!)

Diving billets assigned are a Master, 6 1st Class, 6 2nd Class, 2 EOD and one Diving Corpsman. At present, the only qualified diving personnel on board are LTJG Charles W. WEHNER, USN (EOD), CHSHIPREPTECH James F. BARRATT, USN and W.J. PIETRUSZKA, TM1(DV) (2nd Class/SCUBA).

Yours truly stopped in at the Deep Sea Diving School for some information and received a hearty welcome and plenty of assistance.

That's all "Ski" wrote, but he also sent along a copy of the booklet issued when HUNLEY was launched on 28 September 1961. From this we found that HUNLEY is 599 feet long, 83 feet in beam, displaces 18,300 tons, and will carry a crew of 1,000. The ship will have a helicopter platform, hospital, library, barber shop, foundry, sheet metal shop, laundry, machine shops, complete air-conditioning, 32½ ton crane, pattern shop and forge.

HUNLEY is the first Submarine Tender built since World War II, and the first built to service nuclear-powered submarines. She is named for the Confederate submarine which became the first such vessel ever to sink an enemy warship. She carried a "torpedo" (similar to what we now call a mine) attached to her bow and rammed the USS HOUSATONIC - and sunk herself as well.

NAVAL TORPEDO STATION, KEYPORT - LT H.S. KUNZ and R.L. SHEATS, TMC(DV)

Account of Torpedo Recovery on 8-11 December 1959. Location: Hood Canal. Depth: 288 Feet. Maximum Wind: 35 knots from the South. Current: 4 knots from the South. Vessel: "Sonar Belle", Seattle, owned by Jacobson brothers.

During routine proof firing on 12-3-59 a torpedo failed to surface and was presumed lost. Standard search procedure resulted in hydrophone contact by 1300 and placing of a buoy. Three point moor dropped on the 10th, and about noon the Sonar Belle set taut in the moor heading Northerly. Hydrophone contact showed the unit to be well South, and after shifting to the Southernmost limit was still beyond reach, so operation was halted about 1500.

At 1800, a fourth mooring buoy was positioned South-Southeast, the Starboard Quarter Leg shifted to this buoy and the vessel moved 30 yards farther South. The camera re-entered the water at 1930 and made visual contact at 2000. The unit was found to be vertical, nose down, with about 5 feet buried in the mud.

Actual recovery was begun, but worsening weather delayed operations until the 11th. About 1600, operations were re-commenced, but ebb tides prevented proper positioning in the moor, and we waited again until slack ebb at 2100. Resumed operations at 2000 and sighted the unit at 2055. By 2130 the noose had been maneuvered over the unit and cinched tight at about the balancing point amidships.

A strain was taken on the noose wire which placed a 10 degree list on the recovery vessel. This decreased until another strain was taken, and finally the unit came free on the third strain about 2220. The remainder of the operation was routine except for a slight entageling of wires, which were cleared by SCUBA divers who then hooked into the nose ring of the unit.

Empiric (This means "the hard way") knowledge gained: When possible, the mooring buoys should be positioned so that the axis of the moor coincide with the bearing of the prevailing wind and current. In this operation, the recovery vessel forced to set taut with its stern to both wind and current by the position of the three original mooring buoys. Using one bow leg and two quarter legs, one mooring buoy should be positioned directly into the prevailing wind and current from the reference buoy. A standard torpedo lifting strap with a 33 inch square frame of 1½" angle as a support made a satisfactory noose. Lastly, the scope of the carriage decreases with depth. At 300 feet, maximum current under which control can be maintained is about 3 knots.

The previous information is from LT KUNZ. Next is word from Bob Sheats, the Keyport Master Diver.

Our diving during the past year and a half has been most interesting, and we have really had variety. Torpedo and sound gear recovery comprises the largest portion, but is mixed with aircraft recovery and body and search work for the public covering the whole Northwest Area. We made over 1100 dives in the first 6 months of the year, almost all in SCUBA. The only things we have done out of the ordinary were changing screws on a sub using only SCUBA and also a washout job in sand and fast water where deep sea gear could not be used because of tides. This was three days of "hairy" work.

NAVAL TORPEDO STATION, KEYPORT (continued)

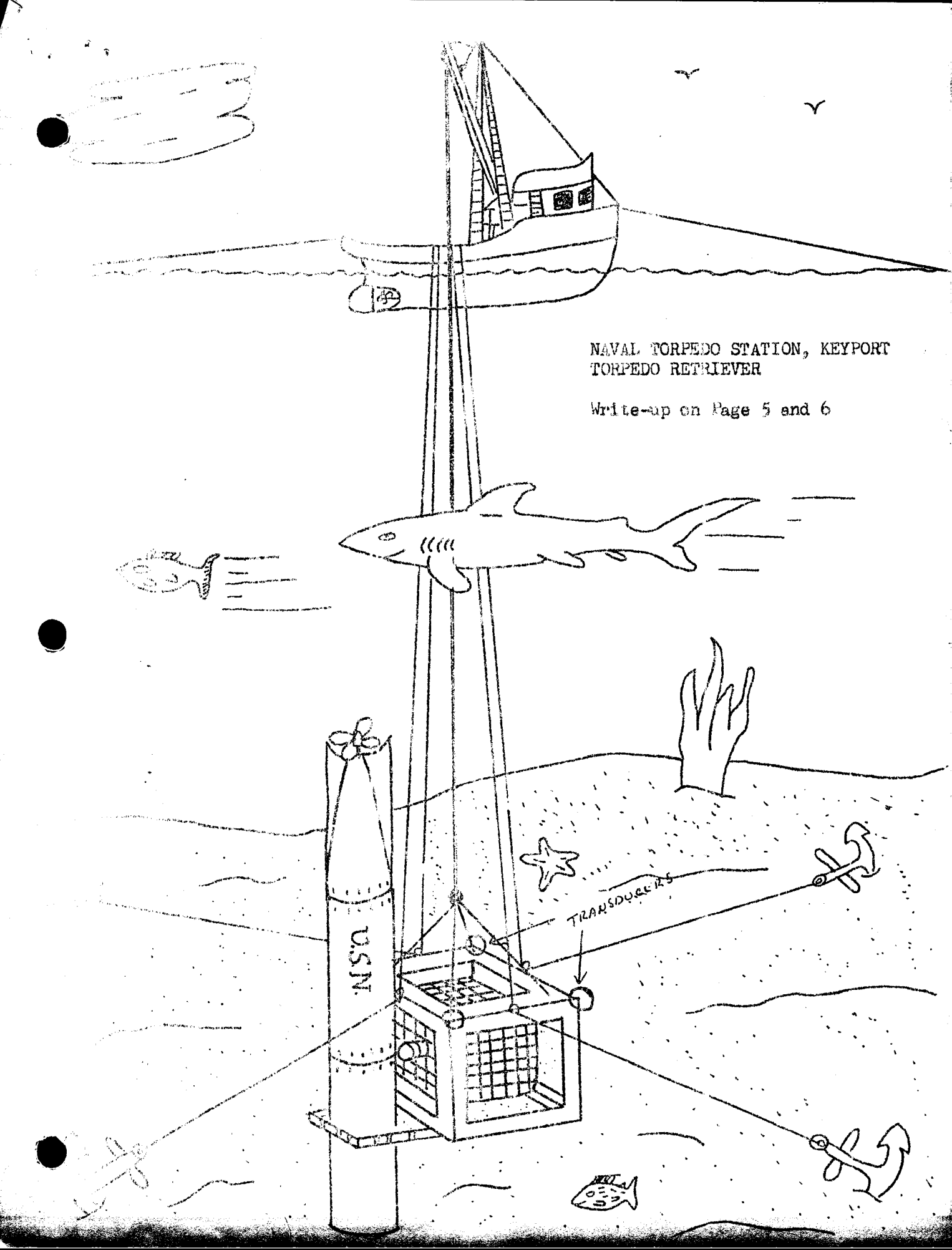
I thought you might like a little more info on the TV search and recovery we have been doing. Today we recovered our 103rd unit in a year and a half. Most of the recoveries have been in a little over 600 feet. The illustration I am sending (last page of this issue) is a rough idea of how the operations is done. Two old fishermen used a fishing vessel and lots of ingenuity to develop the basic method. The torpedoes are equipped with Mark 12 pinger units, and when one is lost, it is located with a buoy as close as possible to the locator device. Next a three point moor is laid and the vessel set to and centered. Then four small anchors are laid to operate the camera cage. As you can see by the drawing, control wires are run to the cage, through small scatter blocks, and up to the vessel. Four directional pinger receivers are mounted on the corners of the cage, and can be cut in and out separately from topside. By interpreting the stronger and weaker pulses, the cage can be brought within camera range, after which it is a comparatively simple operation to slip the noose over the tail or what ever is handy. When the unit is completely buried, we probe in the mud with an aluminum angle extension with a wire noose attached, and quite often are successful in making recoveries out of 3 or 4 feet of soft mud. After the unit is brought up to diving depth, the recovery gear can be attached by divers; however, the unit can often be brought to the surface without having to enter the water.

Mr. Kunz, our Diving Officer, has been instrumental in setting up the variations necessary to adapt to different conditions and types of units. Camera visibility is usually limited to 3 to 6 feet, and implemented by strong lights mounted on the camera cage. A refined model with self-propelling screws was built by the Vitro Corp., but after a few hundred thousand dollars worth of further refinement, we reverted to the fishermens' technique.

SHIP REPAIR FACILITY, GUAM - J.R. HAYNAL, EN1(DV)

For divers thinking of overseas duty, try Guam - that is if you enjoy using SCUBA and are prepared to stay wet, as 99.5% of our dives are SCUBA. We doubt that there is another command which can boast of as many dives per man as we do here, as we are in the water five days a week and sometimes on weekends. If you can top us, let's hear from you. We must enjoy it, though, because most of our free time is spent collecting sea shells and coral. By the way, if anyone would like to trade shells, let us know. We would like to have shells from all waters in our collection.

At present, we have three divers, T.J. WOLFE, IM2(DV), B.F. WEEKS, DC1(DV), and J.R. HAYNAL, EN1(DV). Our new engineer, S.J. VIDRINE, EN3, will also be one of the gang, as he is now attending diving school at Subic. Our long-awaited Diving Officer, LT J.W. BOID, has just arrived from Long Beach Naval Shipyard. In rounding this out, I would like to support the Editor of Faceplate by saying "Let's hear from all of the diving world". If this hard-headed Bosn's Mate can scribble a few lines, surely the rest of you can put forth a little effort.


NAVAL TORPEDO STATION, KEYPORT
TORPEDO RETRIEVER
Write-up on Page 5 and 6
U.S.N.
TRANSDUCERS

SCUTTLEBUTT ABOUT THE MASTER DIVER COURSE - By various Chiefs in various CPO Messes

New candidates coming to DSDS for the Master Diver Qualification Course have picked up some strange and wonderful advance "information" about what to expect when they report. They think they must answer a certain percentage of the questions on the entrance examination, or they will not be enrolled, as one example. This sounds logical, and is therefore believed. There are also a few other tidbits making the rounds which a quick look at BuPers Manual would prove to be impossible.

THE FACTS ABOUT THE MASTER DIVER COURSE - By the DSDS Staff

(1) Nobody has "failed" any "entrance Examination". An examination is given, but there is no such thing as a passing or failing mark. It is used solely to see what subjects a candidate is strong in, and what he is weak in. His training is then scheduled to emphasize those areas in which he needs the most review.

(2) There have been several candidates who reported for the Master Diver Course and were not enrolled. In each and every case, their ship or station failed to read BuPers Manual or the BuPers letter which granted their quota, and sent a man who did not have SCUBA qualifications, had not been cross-trained, or lacked both ARS and ASR time, of which the course will only substitute for one of the two that are required. The policy of BuPers is crystal clear in this matter. Every quota letter issued says that candidates must fill every requirement for designation except one - the course will make up for one of the two type-vessel requirements. A good look at BuPers Manual will also show that the requirements do not say "salvage vessel", which would include ATF types. The exact wording is "ARS or ARSD".

(3) As of the date of this issue of Faceplate, every candidate who has been enrolled in the Master Diver course has completed the course and has been designated a Master Diver. Practically every one has volunteered the information that he appreciated the course and had learned a lot of useful things from it.

NAVAL MISSILE CENTER, POINT MUGU - R.D. NUTTALL, HMC(DV)

We have four divers assigned to the EOD Unit at Point Mugu. There are J.T. STINSON, ET1(DV). M.N. HOLMES, SF1(DV), G.L. FRAZIER, SN(DV) and yours truly. I just got here in September, after 3 years on board USS RECLAIMER (ARS-42) out of Pearl. If anything interesting or noteworthy happens, will drop you a line.

Not much doing here, diving-wise. Most of the work, of course, involves explosives, handled by the EOD Crew. We do get some work done - repaired the water line at San Nicolas Island a few weeks ago, and evaluated a strobe light and dye marker at various depths. Water is very cold - have to use wet suits all the time (everything so far has used SCUBA), but it doesn't get real cold until about 70 feet or so.

USS PROTEUS (AS-19) - LTJG E. WHITAKER, USN

A "wee" word from Bonny Scotland. We look forward to receiving the Faceplate with great expectancy - sort of gives one a feeling of belonging. Recently our Master Diver, L. CRISLER, SFC(DV), was transferred to the Diving School in Washington. He did a fine job commissioning the PROTEUS and in organizing the diving gang. Our loss is the school's gain. K.W. WALLACE, BMC(DV) relieved "Cri[illegible] his diving duties.

Our divers have been kept busy, as we have no facilities for dry-docking a Polaris submarine. The work load may ease a little after November when our floating drydock should have arrived. The water temperature here is never over 53 degrees.

Question. In regard to the new pay bill, the forms for entering personnel for diving duty on the personnel diary have a blank for the diver's NEC and another for the NEC of the billet. We have had a discussion on this, with one side contending there is no 5342 billet on a tender, only 5312 billets. If this is so, should this be changed to read 5312 or 5342?

Answer. The billet NEC's and the NEC's actually carried by the divers are two separate things. The billets are listed on your Manpower Authorization (NavPers-576). The NEC's are on Page 4 of the Service Record. What goes on the diary is the actual NEC listed in both cases. As long as the last of the 4 digits in the man's NEC matches the similar digit of the billet NEC, he is serving in a billet for his class of diver, and will get paid accordingly. For other combinations, such as 5342 in a 5313 billet, etc., etc., see the chart in the back of SecNav Notice 7220 of 18 Aug 61, which is the new pay bill. Eventually (which can very well be years from now), BuPers and OpNav will change all the billet NEC's to indicate SCUBA qualifications, but that doesn't have any affect on pay at the present time.

We have just welcomed aboard LTJG E. WHITAKER, who has assumed the duties of Ship's Bosn and Diving Officer. He will be speaking in the Scots brogue in short order.

We have not had much time to devote to matters of mutual interest to all divers, but hope to have some items in the near future. We would, however, like to greet all our old friends and shipmates from our diving crew. Those on board at present are: LT D.H. MOODY; LTJG E. WHITAKER; K.W. WALLACE, BMC(DV); J.P. FONTANA, BMC(DV); R.L. MILLS, BM2(DV); J.S. WALLACE, SFM2(DV); E.K. ABERNATHY, BM3(DV); J.E. MULLEN, BM3(DV) and W.D. PAYNE, TM1(DV).

A good service you used to perform was publishing the duty stations of Master Divers. Could this service be commenced again? (Our representative in BuPers advises this will probably be possible in about 2 more issues. Ed.)

"Cheerio" from Holy Loch, Scotland.

SUBMARINE ESCAPE TRAINING TANK, PEARL HARBOR - LTJG B.L. DELANOY, USN

The Escape Training Tank is located at the Submarine Base, Pearl Harbor. The staff consists of an Officer in Charge and 28 men, all qualified divers. The average age of the staff is 33 years, and the average of diving experience is 8 years, and this combines to approximately 950 years of experience.

The primary mission is, of course, training of Submarine personnel in the individual method of submarine escape known as Bucyant Free Ascent. This utilizes a life jacket which provides about 35 pounds of positive buoyancy and brings the individual to the surface at 300 to 340 feet per minute.

Other missions include operation of a Diver Second Class and SCUBA school for the Pacific Fleet, furnishing diver services to the two Submarine Squadrons based on Pearl, and as a ready source of additional divers whenever large operations take place.

The last mission is not assigned by any higher authority, but is never the less an important part of compliance with Navy Regulations. This activity has the only permanent land based facilities and trained medical personnel in the Middle Pacific for the treatment of diving accidents, of which about 98% are civilian SCUBA divers. During the past 15 months, no less than 18 of these cases have been treated, the majority requiring Table IV.

Hawaii is naturally a SCUBA diver's paradise, with it's beautiful weather and clear waters. As a result, the "boom" in this type of activity has been even larger here than state-side, and started somewhat earlier. Now, most of the edible fish and marine life have been taken from the fairly shallow depths and the divers are going ever deeper in search of the quarry. A concentrated effort has been made by the Training Tank staff to spread "the word" to the various civilian divers, through club meetings, on television and radio, and through newspaper articles, but the overall outlook looks very bleak in view of the apparent lack of concern and the continued lack of common sense and basic water and diving safety encountered.

It is apparent that the majority of the divers in Pearl Harbor are extremely pleased with the new pay bill. All feel that they will benefit in the long run both financially and in peace of mind. It has been very interesting to watch the virtual stampede of divers and diving officers as they hurried out to the qualification grounds, which brings up a point we feel quite strongly has been lost or ignored. As we all know, BuPers Manual directs periodic requalification dives to maintain <u>minimum</u> proficiency in this special and dangerous profession. It must be remembered that there are four basic types of diving gear, each with its own special advantages as well as limitations. In choosing the equipment to use for a particular job, these factors must be considered. Each diving officer or supervisor has the obligation to insure that each of his men is fully qualified in the use of all types of equipment. The only way to fulfil this obligation is to conduct training and requalification not for purposes of meeting any minimum standards, but to insure <u>maximum</u> proficiency

NAVAL UNDERWATER ORDNANCE STATION, NEWPORT - Author Anonymous

Welcome aboard to the new divers, C.V. THIBODEAU, BM2(DV) from USS HOIST (ARS-40) and J.T. RIDENS, BM1(DV) from USS TRINGA (ASR-16). Also greetings from the other divers on board, W.J. CALDWELL, BMC(DV); R.P. MANSFIELD, BMC(DV); H.J. TIERNO, BMC(DV); R.D. MICK, HMCS(DV); S.J. BEDARD, HM1(DV); G.A. CHRETIEN, SFM2(DV); R.A. BRYANT, SFM2(DV) and D.A. GALLAGHER, SFP2(DV).

We are getting our share of diving, with Quonset Point having three different programs going on that concern air drops - 63 to be exact. All of these drops are to be recovered by our First Class Divers, and is being done by the YDT-4 with 5 divers. The 14 boat is working on hydrophones up-range, and is kept busy with constant removal and replacement. They also perform odd jobs around the firing pier such as changing torpedo retriever screws and searching for lost gear.

At the present time we are approximately 50% under complement. Whether the excess number of bends cases we have had in the past 6 months can be attributed to this is not known. Our allowance calls for 7 First Class Divers and we have 3 aboard. Due to the fact that the First Class are used primarily in the hole, this puts an added load on the 3 on board. We also rate 3 Salvage Divers, but have none on board. Is this shortage a real shortage of qualified divers in the Navy or just poor distribution?

Are other comparable diving activities having similar bends difficulties with the new tables? (Nobody has commented on it yet - Editor.) We have had 6 cases in the past 6 months, 2 of which occurred in one month.

Due to the new program for Master Divers, could a list of Masters and their billets be published in Faceplate each issue? (See answer to same question in PROTEUS' article on Page 6) If a man is qualified <u>in all respects</u> (the Editor put in the underlines) and is recommended by his command, is he still required to attend the 5 week course? (Answer: He never was, but there is some talk about making it a requirement). (LATEST WORD: NEXT CHANGE TO BUPERS MANUAL MAKES THE MASTER COURSE A REQUIREMENT)

The questions that were asked by PAYNE, GMC in the last (he means June) issue were left unanswered. Could you publish these answers please?

(Sure. (1) Is there any law against diving HeO2 in dresses with cuffs and snappers? Yes. See Page 85, Part 2 of the Diving Manual. (2) Is there any alteration or plans that require enlarging exhaust of recompression chamber to permit it to vent at 60 feet per minute all the way to the surface? Don't know what is out, but mighty few will maintain that rate from 50 feet up. This will be checked with BuShips. (3) Are First Class Divers that are also qualified in SCUBA (5342) required to maintain SCUBA quals also? Definitely <u>YES</u>. BuPers Manual and BuPers Inst. 1500.15D require <u>all</u> First Class Divers to qualify as SCUBA divers or revert to Diver Second Class. Qualification as anything at all means that qualifications will be maintained)

What, if any, instruction governs the use of torpedo air flasks in diving boats? (Torpedo air flasks are normally used outside the hull, and are therefore shatterable. Would <u>you</u> like to work close to one? Will check and report in next issue if there are any instructions on the subject)

NAVAL UNDERWATER ORDNANCE STATION, NEWPORT (continued)

The present Diving Officers at this command are LT M.A. HARRELL, USN, former XO of the USS SKYLARK (ASR-20) and CHBOSN L.K. WILLIAMS, formerly of UDT. CHBOSN WILLIAMS is sitting on orders to USS MARIAS (AO-57).

NAVAL MEDICAL RESEARCH LABORATORY, NEW LONDON - CDR R.D. WORKMAN, MC, USN

MRL sends in the following interesting information which we will just quote:

"In view of the lack of consolidated information regarding purity standards of compressed air for breathing purposes in diving, and because of the large number of requests for such information, the following discussion of recommended standards is presented.

The U.S. Navy Experimental Diving Unit has compiled a set of recommended standards for compressed air from cylinders or compressors. Specifications and purity standards for high pressure compressed air for breathing purposes have not been formally established, but tentative minimum standards for air from oil lubricated compressors used in charging open-circuit SCUBA cylinders or directly supplying divers are as follows:

a. Oxygen: 20-21%
b. Carbon Dioxide: Not more than 0.1%
c. Carbon Monoxide: Optimal limits, not more than 0.001% (10 PPM)
Acceptable limits, not more than 0.002% (20 PPM)
d. Oil vapors: Not more than 130 micrograms per liter (60 milligrams per cubic meter)
e. Free of gross moisture (not more than 5 milliliters of free water per cylinder), dust, odors or other foreign matter.
f. Compressed air for use in cold environment situation should contain less than 0.02 milligrams of water vapor per liter of gas at 70 F. at 760 mm. Hg pressure.

It is believed that the above standards for compressed air will be satisfactory for most purposes. However, where utmost purity is desired, water-pumped and dried compressed air should be used. Specifications should be easily met with compressors in good maintenance, using inter-coolers, after-coolers, driers and filters according to publication of the Scripps Institute of Oceanography, University of California "Regulation Covering SCUBA Equipment and Air": Institute of Marine Resources, University of California, 19 May 1958.

NAVAL MEDICAL RESEARCH LABORATORY (continued)

The possibility of a diver developing oil-droplet (lipoid) pneumonia from oil in his breathing air is surely present; but little is known or mentioned in the literature of this condition regarding divers. However, the following excerpt is from a report entitled: "Effects of prolonged inhalation of oil fogs on experimental animals", by Lushbaugh, Green and Redman of Archives of Industrial Hygiene and Occupational Medicine, 1:2, pp. 237-247, February 1950: "Mice, rats, rabbits and monkeys were exposed for intervals varying between 100 and 365 consecutive days to fogs composed of oil particles in order that the possible dangers for men working in such atmospheres might be investigated. Ordinary automobile oil (S.A.E. No. 10) and S.G.F. No. 1 oil . . . were tested. Mice, rats and rabbits were unaffected, and the occurrence of pulmonary tumors in a highly susceptible strain of mice was not accelerated by the oil fog. Surprisingly little oil accumulated in the lungs of the animals, and what was retained was rapidly transferred into the pulmonary connective tissue and lymph nodes. Lipid pneumonia was found not to be a hazard of living in atmospheres containing 63 to 132 micrograms of oil per liter of air, because the low pulmonary retention enabled the phagocyte of the lung to engulf and removed it adequately. The incidence of infectious pneumonia in monkeys exposed to such fogs was greatly increased. . ." Although these studies were not conducted with compressed air or with the animals under increased ambient pressure, perhaps some applicable conclusions may possibly be made.

An important observation was made as a result of an investigation at the U.S. Naval Underwater Swimmers' School, Naval Station, Key West, Florida. Class after class of SCUBA diver trainees developed a febrile respiratory type illness, despite measures to provide as pure air as possible. It was finally revealed that this illness was probably due to psuedomonas bacterial overgrowth which developed in the SCUBA breathing tubes and regulators during their storage after inadequate scrubbing and flushing of the hoses and regulators between classes. Although the illness was not traceable to the compressed air itself, it apparently was due to contamination in the divers' breathing equipment. This emphasizes the point that although the compressed air itself may be free of impurities, supplying it to the diver through unclean or contaminated equipment may still be hazardous. Thorough scrubbing of rubber breathing hoses and mouthpiece with a germicidal solution (1:1000 dilution of Zephiran Chlorides) will be effective in preventing bacterial growth in these parts of the equipment.

NMRL also reports that a change in Federal specifications has been made for fire-retardant paint, as used for interiors of recompression or altitude chambers.

The new designation is as follows:

Paint, fire retardant, white (non-flaming) K28010-577-4738
Federal Specifications 17970

USS NEREUS (AS-17) - H.L. (Rocky) COCHRAN, ENC(DV)

It was really good reading the October Faceplate. We on the NEREUS really did enjoy getting a run-down on the whereabouts of our ex-shipmates. Sorry we did not get a letter off in time to make that issue.

Here is a brief run-down on the NEREUS bubbleheads: We just lost C.L. (Slim) SELIER, GM1 to the USS UVALDE (AKA-88). Seems a shame to lose a man with Slim's experience to a non-diving billet when they are screaming for good ASR men. W.S. FORREST, BM1 just left for a tour of shore duty at Hunter's Point, and we wish him luck in his new billet. Congratulations to E.J. LAWLER, SF1 on making the stripe. He is due to leave in February for "knife and fork" school. Also congratulations to J.W. (Big Bad John) MANLOVE, ML1, who puts on his hat in November.

As for myself, this is my first and last letter to Faceplate since I'm going out. If I had it to do all over again, I'd sure want to do it in the Diving Navy. Some of the finest people I've ever known were U.S. Navy divers.

At present we have the following divers on board, and a good bunch they are too: CWO K.N. BURTCHFIELD; LT R.M. BUTLER, MC; G.M. THOMAS, HM2; H.L. COCHRAN, ENC; J.W. MANLOVE, ML1; J.E. MC ALLISTER, SF1; E.J. LAWLER, SF1; G.B. SCHABER, BM1; R.R. FALCON, BM1; V.T. BELL, DC2; J.T. RATH, BTC; V.A. VANNONI, BMC; A.E. STEBER, BM1; G.M. KUEHN, IM1; N.S. WOOD, BM2 and P.G. BEHLING, BMSN. (all DV, of course)

(Rocky also asked to be put on the mailing list for Faceplate at his retired address. We are sorry we can't do this regularly as our supply is just too thin, although he'll get a copy of this issue to show him that he got his name in the headlines. We also notice a card on the DSDS Bulletin Board announcing that H.L. COCHRAN, ENC, USN (Retired) is now selling Oldsmobiles at C.M. Murphy Co. in 'Frisco)

USS AMPHION (AR-13) - G.M. POLKOWSKI, MM3(DV)

I just finished reading the October issue of Faceplate, and I think it is great.

I would like to add our list of divers: ENS J.C. LUKE; J.D. SHRAY, SF1; J.L. TOLLEY, BM1; V.E. HUDSON, DC2; A.M. ASARO, BT2; G.M. POLKOWSKI, MM3; G.W. SMITH, MM3; J.E. MUNTZ, MM3 and J.F. MORGAN, GM3.

DID YOU SEE THIS ONE?

A recent issue of Playboy Magazine showed two cannibals, the usual round cooking pot, and one diver dressed in a wet-suit cooking in the pot. There is a jagged hole in the seat of the wet-suit, and one cannibal is making a wry face while telling the other cannibal, "You'd better skin it. It's tough as hell!"

USS TRINGA (ASR-16) - V.E. PETRANEK, LT, USN

The following is a listing of the divers on board: LCDR G.G. HELIER (CO); LT V.E. PETRANEK (XO); LTJG O.A. KOHL; LTJG J.A. MURRAY; CHBOSN L.G. HAMMOND; W.C. DIEMER, DCCS (Master); J.M. O'LEARY, HMC; A.F. COOK, BM1; T.E. PAYNE, GM1; R.J. DRISCOLL, SF1; A. [illegible]ORTH, SF1; W.D. ALLEN, SF1; T.S. MATHES, MM1; G.F. BARTMAN, MM1; C. HARPER, EN1; J.W. ANDERSON, BM2; E.E. CALTENBACK, BM2; R.C. VANCO, AS2; J.R. RICHARDSON, SFP2, W.B. PHILBRICK, EN2; V.E. FRAKES, SM2; W.F. READ, EM2; CARTEE, DC2 and J.R. MOCK, SF?FN.

LTJG KOHL leaves in March for Naval Torpedo Station, Keyport, and DIEMER was transferred in December to NCTS Sea Range at NavSta, Long Beach. [illegible] ORTIZ, SFM2 and J.J. HEFELFINGER, HM2 are expected to report.

In addition, LT W.D. BORING, MC, USNR, who has served as Submarine Squadron EIGHT Medical Officer for the past two years, has received his orders for separation and is being relieved by LT A.R. TRAURIG, MC, USNR. Doctor BORING will return to civilian practice at St. Luke's Hospital in New York. His outstanding services will be missed by all hands on board TRINGA.

WHAT IS THE PROPER PROCEDURE TO FOLLOW? We had the following situation in an HeO_2 dive. Diver was coming up from 150' - first stop was 60'. He became fouled in descending line at the 60' stop. He was required to remain at this stop for 7 minutes, but was actually there 21 minutes before he was cleared by another diver. No procedure could be found in the manual on what to do if delay in decompression is experienced during ascent. The Doctor's decision was to add the extra 14 minutes spent at 60 feet to the bottom time and decompress accordingly.

ANSWER - The Staff Medical Officers kicked this one around and decided that the decision was a very good one. The main point to consider is that it is far safer to stay on the conservative side, which was what was done in this case.

TRINGA also sent us a news clipping showing the class of prospective Submarine Medical Officers which had recently graduated from DSDS and is now completing training at NMRL. The class embarked in TRINGA for some practical training in shipboard situations, as distinguished from the theoretical work they have received thus far. Features were a general tour of TRINGA while underway, laying of a four-point moor and sealing the bell to a simulated hatch in 330 feet of water and later, with able assistance from USS SKYLARK (ASR-20), some integrated shiphandling maneuvers and a highline transfer. Several of the Medical Officers made windy, but dry, trips between TRINGA and SKYLARK. We are certain these Doctors are grateful for the efforts of CDR [illegible] MAZZONE, OInC of NMRL, the CO's of TRINGA and SKYLARK and all others who cooperated in such an interesting and worthwhile project.

DEEP SEA DIVING SCHOOL - T.W. BANKS, PN1

Nothing new or startling around here - just plenty of everyday, routine, dull, dirty old work. Ugh! Seriously, the biggest item of work has been handling the flood of correspondence requesting designation as Diving Officer.

For those who still don't have "the word" on the Diving Officer Designation system, here it is:

(1) Designations must be in the form of a letter from BuPers, and are required to fill a pay billet under the new diving pay bill.

(2) Designations are automatic only for those officers graduating from the school within the last six months or so. They must be applied for if you do not have one at the present time. This includes enlisted men being commissioned who are not "carried over" as divers when they make Warrant or LDO.

(3) To be eligible for a designation, you must have been an enlisted diver above 2nd Class, or have completed an officer course of ten weeks or better (except Submarine Medical Officers who only get 8 weeks of diving).

(4) To apply, submit an official letter to BuPers (Pers-C2331) via ComG, DSDS. Reference Art. C-7314 and/or C-7315, BuPers Manual. State enlisted qualifications held or officer course completed, when and where.

The personnel situation has pretty much settled down. CRISLER, SFC(DV) and BENT, QM1(DV) got here and are "with the program" in fine style. KILLE, MATTOX and CARPENTER are still short-timers before going out to pasture in the next two months. TIMMONS, SFC has orders to USS PENGUIN, and RYDER, HM2, who was way overtour when he reenlisted found himself with orders one day to leave the next for USS HUNLEY.

BOSN GUDGER is still waiting for his W2, and LTJG O'MALLEY has been selected for full LT. LCDR ENRIGHT is due for a long trip all the way to EDU, and will be relieved by LCDR PESCOTT from the CHANTICLEER. We also have a LT and a LTJG starting to sweat out where they will be going from here, and whether they'll get the XO billets they want.

The diving jobs continue to come in, ranging from helping our neighbors at the Naval Weapons Plant Tug Office get a YTB afloat again in one piece to unplugging the water intake at the Pentagon Power Plant - and the usual quota of search jobs for the Police and F.B.I.

Some of our readers who came through here as students would probably be real happy if they could come back now and see the entire staff doing calisthenics around the other side of the building. We all qualified, too.

It was a boy for LT PAPI (or should we spell it "Pappy"?) on the last day of November

Anyone coming up on orders will be interested in knowing that Personnel has moved to where Naval Air Station used to be. Hope this saves someone a few steps in checking in and getting organized.

EXPERIMENTAL DIVING UNIT PROJECT NEWS - LCDR JOHN L. GREENE, USN

LCDR Frank BARRETT, USN reported to Diving School on 1 February to commence diving training prior to relieving me as Project Officer in May. His last assignment was USS DAHLGREN (DLG-12), on which he served as Chief Engineer during fitting out and for nine months after commissioning. He is not a complete novice in the diving field, as I was on reporting, since he took the Salvage Officers' course in 1958 after graduation from M.I.T.

It is a pleasure to report that the new Non-Return Valve plans have been approved by BuShips, and that the final plans for procurement are being prepared by New York Naval Shipyard. The Bureau requested that they be made available to Mechanicsburg before the end of February. The Research Report by EDU will be forwarded to all diving activities next month so that you will be familiar with it when it gets into the supply system.

A modification to the installation of the high pressure nozzle in the aspirator body on the HeO_2 helmet has been received from LT J.W. LEECH, USN, attached to Service School Command, Naval Training Center, San Diego. LT LEECH provided a modified aspirator which has been turned over to Diving School and is being installed on a hat for testing in First Class Diver training courses. The proposal appeared to have considerable merit, and with the extensive use it will receive during training at the school, a recommendation from EDU should be forthcoming in the not too distant future.

Yours truly is being transferred to USS GRAND CANYON (AD-28) as Repair Officer as soon as LCDR BARRETT completes his training in May.

WE GET LETTERS (Some choice ones from the Diving School's incoming mail)

"Dear Sir: Could you send me as much information as possible? as I would like to get into the Navy Divers and explore the deep waters of the sea. I have been taking lessons last year. I also have some equipment for diving, also tell me what kind of pay and other things needed to know for a salvage diver."

"Dear Sirs: I am very interested in the field of "SCUBA Diving". I am very serious about it and would like to know all I can about the training and experence I would get when I becom a "Navy Diver". I have had a lot of experance for my age of (14), but I am very serious about it and I know what I am taling about. I would be very please if you would send me some information on the training and the places and the type of uniform."

"Dear Sirs: I have heard that you are a diving school. I know that you are a Navy diving school but I do not know if you just accept service men. Please send me futhor information about your school. Please send the information even if you are a service school. I am a 6"1, 195 pound 17 year old senior."

USS COUCAL (ASR-8) - W.A. MOLNAR, CWO W3

Dear Editor: Enclosed please find some "stuff" which you might want to go through and use as filler if you do not get much of anything else. I won't feel too badly if you do not use it, however. Best regards to all of you.

(Editor's Note: This is just the kind of "stuff" we would like to have a bushel of for every issue. Keep it coming, not only from COUCAL, but from all the rest of the "diving Navy")

Doings Aboard USS COUCAL: In days of old, with pirates scanning the seas for the unsuspecting merchantman, one might have heard the word to "Hoist the Jolly Roger" and "Away the Boarding Party". Armed to the teeth with cutlass and side arms, these buccaners would have swung aboard the merchantman to loot her cargo. Today's method is somewhat, as experienced by COUCAL recently during an episode with a Japanese fishing trawler violating U.S. Trust Territorial waters. Instead of the Jolly Roger, the Internation "Kilo" was closed up as the chase began. The boarding party, under a Japanese speaking interpreter and Officer in Charge was well prepared. There was no fanfare or flashing of cutlasses, just plain old Navy "know-how" and the determination to bring the violators to a screeching halt.

With the trawler at "all stop", the boarding party made it's way by "P" boat and conducted a proper search, arrest and apprehension, after which the trawler was instructed to set a course for the nearest U.S. port, with COUCAL maintaining station close aboard. At sunset, the boarding party was again sent over to be available in case of breakdown or other emergency. With weather conditions worsening, they remained aboard for the remainder of the trip to Chi Chi Jima.

The trawler and her crew were turned over to the authorities for court trial and when all the evidence was in were adjudged "Guilty". COUCAL then proceeded on to the land of the Rising Sun, Geisha Girls and Mt. Fuji. The boarding party returned, none the worse for wear, but anxious for sleep, hot showers and Navy food. None of them expressed any desire to become "Professional Pirates".

Close in Bottom Survey: With the ever-increasing boom in Hawaii, and also the expanding population of sea birds who require homes, there is always someone who wants what someone else already has. This is the case with the local population and the Navy. One of the remote islands used for demolition and awr shot training is now coveted and the need for the Navy to locate another suitable island or rock has arisen. With the requirement for minimum shipping activity in mind, Kaula comes immediately to mind. No persons are known to live here, and the only remaining sign of civilization is the remains of an old navigation light. The total population seems to consist of several thousand sea birds from seagulls to the Kaula Rediculatus Extinctus (which doesn't exist at all, according to it's name. Editor)

COUCAL was assigned the task of conducting an underwater survey to determine the usability of this rock. Up to date charts and reliable sounding just don't exist, and the local Coast Guard reports an unwritten "Keep Clear" sign because of rising pinnacles and a history of groundings.

USS SOUCAL (ASR-8) (continued)

With this in mind, we made a very cautious approach. Cross hatched soundings were made in deeper waters and continuous soundings and plots were made to record the safe areas. The trusty "P" boat, equipped with eight diver swimmers, portable fathometer, lead lines and a rubber boat, proved invaluable.

We intended to use SCUBA, but rough water and surging swells prevented this, so surface swimming with "skinning" to depths of 40 to 50 feet to investigate bottom contour and ocean floor was used instead. The rubber boat was home port, and the "P" boat was used for continuous soundings which were recorded. The buddy system was always used. Temperature of the water was about 67, so wetsuit tops were worn for protection against jagged rocks only.

After several days of bottom scratching, a suitable area was located and an excellent chart, with soundings, currents, drift and bottom contour was prepared, which has proven invaluable to the force. This mission afforded an opportunity for the divers to exercise their talents and gain knowledge of sea and bottom formations. It was also most rewarding to find an area which was not littered with the usual beer cans and other debris. Visibility was almost unlimited, and it was a pleasure to view the volcanic formations and underwater inhabitants, including numerous uncommon fish and shell life. The most unusual happening was the witnessing of the birth of small grey sharks. During this time the shark seemed docile, but with respect to motherhood the divers stayed well clear.

WESTPAC Capers: We departed Pearl on 5 September and arrived in Japan on 23 September, and were immediately presented with a nifty little schedule which got us off to a fast start two days later. With the weekend for provisioning, and all the other necessary chores to attend to, there was some fast moving getting ready for sea. We then set sail for Kure where we were to begin a 2 week association with the Japanese Maritime Self Defense Force. We were greeted in Kure in the customary Japanese tradition by officials, flowers and pretty girls - also by a conference to inform us of our exact mission which was to lay a four point moor with the Japanese ASR-401 observing, and then to put our observers on board and watch them do the same.

We were underway again the next day, and made it to the Op-area in one piece despite numerous small boats, barges and untold steamers all passing closer than we cared in the inland sea. We laid our moor in about 170 feet of water, using step-by-step procedures to allow time for questioning, measuring and picture taking by the Japanese, all of who were very much interested and constantly taking pictures. We found out later why all the photography. We also learned that we were the 4th ASR to go through this routine, with practically the same reaction from the Japanese.

The ASR-401 is christened "CHIHAYA", but she should have a name combining FLORIKAN, GREENLET, CHANTICLEER and SOUCAL, as she has a little of each in her. All the little things we have sweated out until a solution was found have been combined in CHIHAYA. They didn't miss a bet, and adopted everything whether needed or not - even our slang (and other picturesque (?)) language.

USS COUCAL (ASR-8) (continued)

Most of us who have ridden ASR's have wished for many conveniences to make our work safer and more expeditious. These can be found in CHIHAYA. She has one of the finest all-purpose universal 360 degree cranes for handling her boats and rescue chamber, with no vang guys to part, no blocks to freeze up and none of the other hazards of the trade. Their work boats are similar to our older 40 foot motor launches, but have the power and speed of YTL's. There was envy in my eyes when I witnessed the ease with which they ran the mooring lines. The boats were also used as tugs to maintain CHIHAYA in position while centering up in the moor. Our poor work boats and motor whale boats looked sick alongside these gems.

Everyone who has recovered anchors during heavy weather on our ASR's have sweated them out and wished for individual capstans and anchor windlasses to recover the chain mooring legs. CHIHAYA is equipped just that way, and also not only recover their chain, but continue on and recover their anchors into "billboard" type hawsepipes with no strain or pain. This is one of the smoothest evolutions ever witnessed by this writer.

By now you can tell that there was plenty of envy in our eyes when we saw this beautifully designed ship. With all this modern machinery and new equipment, I believe we could rig for and lay a moor in less than half the time it now takes us. Recovery could also be speeded up just as much, and with little or no effort and a lot less danger of injury to personnel or equipment.

There was a lot of experience wrapped up in the crew, with several of the officers and chiefs having served in the old Japanese Navy. The Master Diver was also from their Old Navy, but the First Lieutenant was somewhat of a recruit, with only 28 years in the service. Seamanship in general was very good, but there was a lack of confidence in the individuals, especially those of senior rates. This is probably due to the fact that their chain of command is adhered to very strictly.

CHIHAYA has only one main engine, but has a variable pitch propeller and can make about 25 knots. Their turning circle is about one ship length and they can also stop easily in the same space. These features are far superior to what we can do and in themselves make rescue equipment that much closer. Much can be said for this new ASR, and I believe she will make a name for herself as one of the finest rescue type vessels in the world. It is also comforting to know that there is an active ASR in WestPac whenever our ASR is employed elsewhere.

The Japanese taught us several things also, and one of them was taking pictures. We also took several rolls which may be of interest to those who are pushing for a new modern ASR.

(George says, "Keep it coming, Sam!")